

cant lots along this widened portion has the possibility of impeding this flow should random development occur.

In an article which appeared in the magazine "House and Home" in September 1971, the detrimental effects of strip development and the advantages of clustering were strongly emphasized. Based on some studies done in a New Jersey township, one strip zoned section of highway was compared with a commercial cluster--one mile east of the strip along the same road. Over a three year period (1967-1969), the commercial strip produced 79 percent more accidents than the cluster, while traffic counts showed only a 14 percent higher traffic volume for the strip. Furthermore, tax records were checked and over the decade of the 1960s when inflation amounted to 30 percent, the value of property along the strip only increased 19 percent whereas that within the cluster appreciated by 45 percent.

The evidence seems conclusive; clustering reduces accidents, offers minimal disruption to the traffic flow, and is much more likely to result in increased property values than uncontrolled strip development. Through the judicious development and use of subdivision regulations and zoning, the number of access points along Pollock Street could be controlled with the high probability that the pattern previously revealed could repeat itself in Selma.

Transportation

An expanding road network--primarily in the form of U. S. 70-A--has been the major transportation change in the Selma planning area since the 1971 study. This addition--not to mention the already existing I-95, U. S. 70-A interchange--has facilitated movement into and from Selma and obviously reduced much previous "through" traffic.

The following maps depict the 1971 preliminary thoroughfare plan and the 1976 proposed plan. The major changes made between the two are as follows:

1. The lack of heavy traffic in comparison with other major thoroughfares in town has led to the downgrading of this segment of Webb Street from Lizzie Street north to where it intersects with U. S. 301 north.
2. The Oak Street connector has been proposed to facilitate continuous east-west traffic and divert cross town traffic from having to pass through the center of town.
3. The Summer Street connector is proposed to form a continuous straight line and speed traffic to the other side of town.
4. The connector between Parrish and Jones Streets was eliminated because of the lack of traffic justification and the undesirability of having heavy traffic crossing the railroad tracks.